3:Petrullo E-5 (1931)1932 SP8 Bororo SP8
Mato Grosso SP1

Eastern Bororo

B 101 184 361 On the São Lorenço river are a number of colonies of the eastern Bororo, who have not come so much under the influence of European civilization. These people still live apart in their villages and maintain their own institutions and industries. They unquestionably differ from the western Bororo in many ways.

B 114 361 The colonies at Pirigara, Corrego Grande (São Lorenço), and Rondonopolis were visited by the expedition, but Corrego Grande received most attention. Sound motion-picture studies of the dances and industries were made and rich collections of artefacts obtained.

B 361 184 ●423 Unlike that of the Western Bororo, the village is still an orderly affair, being built in circular fashion with the men's hut in the center. The men actually live in this hut, the other houses really belonging to the women. Fishing, the cultivation of manioc, and hunting are the main occupations. [Plates IV, 2; V, 1, 2; VI, 1, 2; VII, 1, 2.]

B 114 Since an excellent study of a community of Bororo exists by Colbachini, little could be said of a descriptive nature in this brief paper that would not be duplication. Therefore, it is felt that time and space ought to be given to the Xingu trip.

At the Headwaters of the Xingu River

M 114 My original plans were to descend the Kuluene river, which has never been descended by an ethnographer; in fact, only recently has it been mapped by Major Ramior Noronha. However, after several conversations with Major Noronha at Cuyabá, finding that such a plan would add difficulties which would not bring any added results, I decided to descend the Kulusen and ascend the Kuluene to the Seventh of September, and then to ascend that river. This had the advantage of avoiding a longer overland trip and many miles of rapids, and offered the opportunity of seeing more aborigines.

For purposes of reconnaisance and as a safety measure, it was decided to make use of the airplane. Accordingly, before beginning the overland trip, two flights were made to the north. We decided to depend on water for taking off and landing, since the country did not offer such open runways that landing on wheels would be safe.